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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO. 25X1A

COUNTRY Yugoslavia

DATE DISTR. 20 June 1951

SUBJECT The Utva Aircraft Factory near Pancevo

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SUPPLEMENT TO 25X1X
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1. The Utva Aircraft Factory is located approximately 200 meters from Pancevo along the railroad line leading to the Pancevo-Dumav Station and along the Pancevo-Starcevo road. A glass plant is located between the factory itself and the railroad line. Covering an area of approximately one square kilometer, the factory is enclosed by a barbed wire fence two meters high.
2. Utva manufactures the following aircraft types: the Trojka, the "212" fighter and the "213" fighter. The 1948 Plan called for the production of 135 Trojka aircraft although only 120 were manufactured because of lack of material. In 1949 the Trojka was not produced; instead, production of the "212" and "213" fighter was begun. The "212" is a two-seater weighing 220 kilograms and Utva has produced 150 of this model. Manufacture of the "213" fighter was started in early 1950 after its first test in late 1949. On that occasion the aircraft crashed killing the pilot. The plane was repaired by Utva, after which production in series began. The structure of both planes is aluminum with an outer protecting plating and gummed textile. Both planes are capable of carrying two bombs of 50 kilograms. The "212" has two machine guns installed on the wings. Utva manufactures everything for the planes except the motors which came from Czechoslovakia and France. When ready, the planes are transported to the Ikarus Factory at Zamun which distributes them to air force units.
3. Factory machinery is mainly of German or French origin. Some lathes have been manufactured at the Prvomajka plant in Yugoslavia. Eighty percent of the machinery is new and is used at top capacity during the factory's two shifts. Apprentices are employed under the control of qualified personnel because of a lack of skilled workers.
4. Plane construction begins in the tool shop where the cast body parts and certain tools are manufactured. From there all parts pass to the locksmith, then to the workshop where body, wings and tail, et cetera, are assembled, then to the assembly shop where the motor and all other parts are installed and where the plane is defined as completed. Military control tests are performed in the old assembly shop by a special group from the Ikarus factory.
5. All raw materials are delivered to the Utva plant from the Ikarus factory although the quantities are inadequate and production suffers as a result.

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6. Acting Director of Utva is Major Kireta. Chief of Personnel is Captain Dusan Lukic; Chief of the blacksmith shop is Mihajlo Preselo, who formerly resided in the United States; chief of the tool shop is Mihajlo Hornjak and the Chief Engineer is an unknown German under contract at the plant. Most of the skilled workers are also German. There are 1500 employees and workers, the number called for by the quota. Most workers are soldiers in civilian clothes who work in the factory as military service and receive no pay. In addition, uniformed soldier-workers are also employed who are housed in eight barracks constructed for them behind the factory along the Starcevo road adjacent to a three story building used as a club.
7. The factory's transportation consists of eight trucks and one tractor. The construction of a railroad siding was begun in 1949.
8. The factory layout includes the workshop building, 150 x 80 meters in dimension; the old assembly building, 100 x 30 meters; the tool and paint shop, 80 x 20 meters; the transformer station; the carpentry shop; the new assembly workshop and locksmith shop, 150 x 50 meters; the warehouse; the blacksmith shop; the garage and automobile workshop and a four-story management office building. The factory has its own cement runway where tests are made on the planes. One thousand meters long, the runway is located northeast of the factory buildings and in close proximity to them. Its large proportion is necessary since the factory also works on heavy bombers. A sketch of the factory layout is attached.
9. Sabotage at the Utva plant is fairly frequent and completed planes allegedly have been sprinkled with gasoline for burning. One plane was reportedly half burned in 1949. Inflammable material is strictly forbidden in the workshops and, although gasoline cans can often be found there, official investigations of the cause have been unsuccessful.

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~~CONFIDENTIAL~~ Comment: Your attention is called to ~~CONFIDENTIAL~~ which reported previously on the Utva Factory.

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